2: Hickinbotham G-4, F (ca. 1951-ca. 1957)
1958 MM1 Aden MM1

CHAPTER THREE

The Port Trust and the Legislative Council

504
505
[647]

IN 1948 I was appointed Chairman of the Aden Port Trust by the Governor-in-Council.

When I took over my new duties the port was handling some 220 ocean-going ships of over 200 tons a month and was badly under-staffed. There were only six pilots and the Chief Engineer's Department was working night and day to maintain the floating craft. Oil was rapidly replacing coal as ships' bunkers, and 80 per cent of the ships using Aden harbour were calling primarily for fuel oil. Some years ago two men reached a bunkering agreement which was to be the foundation of Aden's prosperity. One was Lord Cadman of the Anglo-Persian Oil Company, now B.P. Ltd., and the other Lord Inchcape, Chairman of the Peninsular and Oriental Steam Navigation Company. The former said, in effect, if you put your ships in at Aden I will see that they are fuelled, and the latter agreed. Thus, almost overnight, Aden became a major oil re-fuelling port, whereas before she had depended principally on her coal-bunkering facilities to attract shipping.

Port dues and other charges had been kept as low as economic considerations would allow; the level of taxation in the Colony was reasonable and trade was brisk on a sellers' market as the shortages caused by the World War began to be made good and more and more commodities, unseen for years, came back on to the market. Shipping at Aden had reached the pre-war level and had continued to increase monthly as more and more vessels were released from their wartime occupations and came back to their peacetime trade, and the shipyards in the United Kingdom and elsewhere turned

c? Hickinbotham G-4; 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

504
505

their thoughts and hands to the production once again of merchant ships.

It is interesting to note that immediately before the Suez crisis in 1956 over 5,000 ships a year, representing more than twenty-two million net registered tons of shipping were calling at Aden. They took some four million tons of oil away from the harbour in their bunkers, much of which was supplied by the Aden Refinery which was completed in 1953.

504
505
433
441
167
464

The consequence of all this was a considerable expansion of business, not only in the port, but also in the Colony as a whole, and more and more people flocked in from the mainland and from overseas to supply the labour required by merchants and by building contractors who were beginning to make good the time that had been wasted during the war years, when building in any form other than for purely military purposes had been impossible. The consequences, or one of them, of this influx of people was to make the housing shortage acute and was to cause me, as a Legislative Councillor, many weary evenings on Committees. At the same time our shortage of staff and floating craft was a major preoccupation during my mornings and evenings in the Port Trust building. Skilled men were almost impossible to find, and high wages were not the solution to the problem, because everybody had been abroad during the war and now that it was over everyone wanted to stay at home; added to which there was the six-year gap represented by the war years in the production of skilled men, in particular in the engineering profession. It was a difficult time, but we overcame the major obstacles and the port was never forced to close even for an hour. Sickness reduced our ranks temporarily and tugs broke down and launches ran into each other, but the work went on, thanks to the supreme loyalty of the Port Trust employees.

[362]

504
505
[464]

Eventually more pilots were recruited and half-fledged engineers found and pilot launches and a new tug ordered, but as soon as the men could be found and the craft launched so the demand increased, and in 1951 when I left the Port Trust my task was still far from complete. All our time, however, was

Aden

504 not spent in the struggle for staff and the effort to keep abreast
505 of the shipping expansion. We found time to decasualise our labour and to revise and improve our terms of service until now they bear little resemblance to what they were ten years
[745] ago. A families' medical service was introduced, which was a sort of modified National Insurance Scheme confined to the families of our employees, and this was but one of the many improvements which the wisdom of the Trustees enabled us to make.

504 The future of the Port was never far from the minds of the Trustees, nor was the need to keep pace with the Suez Canal development and our rival across the Gulf of Aden, Djibouti, the capital of the French Somali Coast. Development plans were made by our consulting engineers in London and they included the deepening of some of the berths to thirty-nine feet. The deepest berths we had in 1948 were thirty-six feet. Land reclamation schemes to utilise the spoil from the necessary dredging were conceived and were approved. We had a busy time, for with all these preoccupations we had to plan and build accommodation for our own rapidly expanding staff. This was an immediate and urgent necessity and it was done.

The port development, dredging and land reclamation schemes, which started on paper in the late forties, have now either been completed by my successor, or are in the last stages of implementation. They do not contain any provision for deep-water alongside berths, although I, like practically all my predecessors, gave much consideration to this proposition and even went so far as to have a scheme prepared by our Consulting Engineers. However, after consultation with the Directors of the leading steamship Companies I abandoned the idea and decided instead to deepen the channel to Ma'alla Wharf to eighteen feet, and to extend that wharf so that large coasting vessels could come alongside there and load and discharge. The cost of alongside berths for the large passenger and cargo ships would be tremendous and unjustified unless and until Aden becomes a major terminal port with thousands and thousands of tons of cargo to be handled weekly.

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

CHAPTER SIXTEEN

From the "Upper Circle" 1958

TWO years have passed since I left Aden and ceased to take an active part in the South Arabian drama, and much has happened in the Middle East in that comparatively short space of time. I feel, therefore, that this work would not be complete if I did not refer briefly to major events which have directly and indirectly had their effect on both the Colony and the Protectorate. I do so as a spectator far removed from the Arabian stage, and in consequence I may have missed some of the finer points, but the general theme of the play has not been too difficult to follow.

This is neither the place nor the time to examine the pros and cons of the action taken by the British Government in conjunction with the French Government following on the seizure in 1956 of the Suez Canal by President Nasser of Egypt. It is the effect of that action on the people of Aden with which I am concerned. At first the landing at Suez surprised and bewildered moderates and extremists in the Colony alike, but when the initial shock had worn off the moderates voiced their disapproval in reasonable language and the extremists made the most of the aggression aspect of the affair and condemned the, to their way of thinking, unprovoked attack upon an Arab country. There were those, but they were very few, who were prepared to say plainly that they hoped our action would result in the downfall of Nasser. But whatever may have been said in public there were many who in private desired our success, though they could not approve the method we had employed.

The trading community was gravely disturbed, not so much by the possible political consequences of Suez, but by the

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

441
434
182
648
505

actual effect the closure of the Canal must have on their own business interests. Events showed that they had good reason to be concerned. Shipping fell away rapidly. The monthly average of ships entering the port of Aden for the six months prior to the crisis, that is, from May to October 1956, was 454. In November only 277 ships used the port, and by February 1957 the number was down to 93, the lowest point to be reached. Business throughout the Colony was similarly affected and the trade with passengers, on which the merchants of Steamer Point depend for their livelihood, virtually ceased as all passenger ships were diverted round the Cape.

The finances of the Colony were dealt a blow from which they have yet to recover and behind the immediate and, it was hoped, temporary dislocation of trade, there lurked the fear that the major Shipping Companies having once become accustomed to routing their ships by the Cape to Australia and the Far East, would continue to do so even when the Canal was open once again to world shipping. Mercifully for the Government of Aden and the trading community and all who depended upon them and the port for their living this fear proved to be groundless. Once the Canal was cleared and reopened the volume of shipping returned to normal much earlier than had been expected by the most optimistic.

648
208
204
829

The bright side of the picture was that in spite of the divergence of views over Suez, personal relations between Government officials and their Arab friends remained unimpaired. At the same time the example of moderation shown by the local Press, in particular in the English language, was one which even the newspapers in the United Kingdom would have done well to have followed. All newspapers in Aden are Arab or Indian-owned and the two main English language papers are both Arab owned and Arab edited. All the more commendable, therefore, was their restraint during this most difficult period.

829

In the Protectorate the reaction was somewhat different. There was satisfaction that Her Majesty's Government had, at last, shown that they were capable of strong and determined action and with it was born a hope in the hearts of the Rulers on the Yemen frontier that it would be the turn of that country

3:Gt. Brit. . Colonial Office G-3 (1938) 1940 MM1 Aden MM1

The standby electricity generating set was used once each week and generates enough energy to run two bore-hole pumps, giving approximately 17,000 gallons per hour.

(2) *Reservoirs and Tanks.*—These comprise 11 steel plate tanks and two masonry reservoirs situated over the distribution system.

(3) *New Bore-hole Pump.*—A new type of bore-hole pump, in which both the electric motor and the pump are lowered into the bore-hole and run submerged was purchased and installed in bore No. 3 at a cost of Rs. 11,925.

The pump has not been entirely satisfactory as sand in the water has caused damage to the pump and motor bearings. It is considered that it proved, however, that the supply of water from the bores can be increased, without affecting the underground storage level. During a continuous test of 22 days, 8,976,000 gallons of water were raised from bore No. 3 without lowering the normal rest level.

(4) *Distribution.*—The water-supply to the Fortress was uninterrupted during the year, and no restriction whatever in the use of water was imposed on the general public.

Owing to the Electricity Department being unable to cope with the great demand for energy between the hours of 6 p.m. and 10 p.m. pumping at Sheikh Othman and Isthmus was restricted during these hours. Owing to the existing storage capacity of the reservoirs, this restriction was applied only to the shipping companies refilling their water boats for supplies to shipping during these four hours. In practice very little inconvenience was caused.

(5) *Storage Capacity.*—The present storage capacity of the Waterworks Department is as follows:—

		Gallons.	Approximate total hours Domestic supply. hours.
(i) Sheikh Othman	Civil Supply ...	195,000	27
	Supply to R.A.F.	37,000	12
(ii) Fortress	Isthmus ...	400,000	64
	Jebar Ridge ...	129,000	42
	Crater ...	216,000	36
	Tawahi ...	96,000	30
Total Storage Capacity		1,073,000	

The total hours supply figures are based on the assumption that in time of emergency the supply to gardens and shipping would be stopped.

(6) *Water Connections.*—The total number of water connections to different premises in Aden is 2,595. The number of new connections made during 1938 was 549 compared with 417 for the previous year.

G.Gt. Brit., Colonial Office G-3 (1938) 1940 MM1 Aden MM1

Dhow Building

Dhows are built at Maala by a number of Hadhrami merchants settled in Aden. They turn out about seven vessels a year, the average carrying capacity of which is about 200 tons. The dhows are constructed of Indian teak from the Malabar coast and are well built and fast. They sail to India (Bombay and the Malabar coast) and to the East African coast as well as to neighbouring Arabian ports, and take a large share in local trade, in spite of the competition of the coasting steamers of Messrs. Cowasjee Dinshaw & Brothers and of Monsieur A. Besse (Halal Shipping Company). Monsieur Besse now maintains a fleet of dhows in addition to his motor vessels. Many of these dhows are equipped with auxiliary engines

Soap Manufacturing

A soap manufacturing industry started by Monsieur Besse in December, 1932, at Maala is progressing satisfactorily. The soap is manufactured by boiling coconut oil and cold processes. Local labour of 40 men is employed, and the output is about 50 cases daily, each case containing 200 cakes, which are disposed of locally or exported to the Red Sea Ports.

Dyeing

There are three factories which do business in dyeing cloth and each employs on an average about 60 persons daily. There are in addition about 18 dyers who do business on a small scale. The dyed goods are mainly exported to Mombasa, Mogadiscio, Massowa, Hodeidah, and the interior of Arabia.

Cigarette Making

The cigarette industry is conducted on a fairly large scale by Jews and Greeks with tobacco imported from Egypt.

VII.—COMMERCE

Customs

Aden being a free port, there are no customs duties.

Trade

The trade of Aden is mainly transhipment as the port is a centre for trade between all ports of the world and the neigbouring territories. The principal business is in skins, hides, coffee, cotton piece goods, grain and pulse, sugar, spices, oils, tobacco, gums, shells and salt. The total value of the seaborne trade in the year under report (12 months January to December, 1938) exclusive of transhipment cargo, was Rs. 12,16,02,203 (imports Rs. 8,02,17,766, and exports Rs. 4,13,84,437), showing a decrease of Rs. 42,91,828 as compared

3:Gt. Brit., Colonial Office G-3 (1938) 1940 MMI Aden MMI

439 with the total of Rs. 12,58,94,031 for the previous calendar year, 1937 (imports Rs. 8,03,85,836, and exports Rs. 4,55,08,195). Merchandise decreased by Rs. 76,09,240, and treasure increased by Rs. 33,17,412.

The decrease of Rs. 76,09,240 in merchandise was mainly in skins, coal and vehicles. The increase of Rs. 33,17,412 in treasure was due to transactions in imports and exports of Maria Theresa dollars in which there was considerable speculation.

647 505 The Trade Registration Department was formerly a branch of the Aden Port Trust Revenue Department, but on the recommendation of Mr. J. Sladen, I.C.S., who was deputed to Aden in the year 1906 on special duty from Bombay, it was separated from 1st April, 1907, and became a Government Department. The department is, however, supervised by the Secretary, Aden Port Trust.

439 The following statement shows the total value of the imports and exports seaborne trade of Aden for the last five years :—

Year.	Total Value of Imports Seaborne Trade.	Total Value of Exports Seaborne Trade.
	Rs.	Rs.
1934-35	5,32,34,233	3,15,36,690
1935-36	6,83,04,958	4,45,47,700
1936-37	6,87,17,900	4,14,57,358
1937	8,03,85,836	4,55,08,195
1938	8,02,17,766	4,13,84,437
Total ...	35,08,60,693	20,44,34,380

The following statement shows the total value of the imports and exports trade of Aden with the mainland of Arabia for the last five years :—

Year.	Total Value of Land Imports.	Total Value of Land Exports.
	Rs.	Rs.
1934-35	23,95,026	22,74,530
1935-36	27,87,131	24,02,073
1936-37	21,69,085	16,13,066
1937	29,01,122	17,15,121
1938	29,52,675	16,07,537
Total ...	1,02,15,030	76,12,327

The following table shows the comparative importance of the principal articles imported into Aden for the last five years :—

3:Gt. Brit., Colonial Office G-3 (1938) 1940 MM1 Aden MM1

Club and Welfare Institutions

There are branches of both the Boy Scouts and the Girl Guides Associations in Aden. Of Boy Scouts there were seven troops in 1938, of Girl Guides three and of Brownies three.

Football is the most popular game in Aden both among school boys and young men. League and cup matches are managed by a local Football Association which at the end of 1938 was reconstituted as the Aden Sports Association and now also organizes hockey and cricket competitions.

A branch of the St. John Ambulance Association organizes first-aid classes for school children and adults.

Aden is prolific in clubs of various kinds among almost all sections of the community.

Recreation

Facilities exist for most forms of recreation. The Aden Football Association exercises general control of the numerous football clubs and is endeavouring to raise the general standard of play and to encourage the right spirit. In addition to the military grounds at Steamer Point (Tawahi) there are grounds reserved for the local inhabitants at Tawahi, Crater, Maala and Sheikh Othman. Hockey and cricket are played both at Tawahi and Crater. Apart from the military grounds there is only one hockey ground at Crater. There are tennis clubs in Crater and Tawahi, and one in the military area which is reserved for civil and military Europeans.

Polo and golf and squash rackets are played at Khormaksar, and No. 8 (B) Squadron have a golf course of their own. There is a European bathing club at Gold Mohur Bay, which is open to non-residents on payment of a small charge. At Tawahi there are the Union Club and the Orient Club, the former being a European social institution and the latter a small social club, the members of which are principally Anglo-Indians and Goans. The Arabs have organized two social clubs, one at Crater and the other at Tawahi. They interest themselves in social matters and provide facilities on their premises for games and meetings. Arabic periodicals are taken and occasionally lectures are given.

XI.—COMMUNICATIONS AND TRANSPORT

Shipping

The number of vessels, exclusive of country craft, which entered the port of Aden during 1938 was 2,079 with an aggregate tonnage of 8,650,411.

The number of country craft entering the port during 1938 was 1,620 with an aggregate tonnage of 75,271.

3:Gt. Brit., Colonial Office G-3 (1938) 1940 MM1 Aden MM1

●505 The following table shows the number, nationality and tonnage of the vessels which entered the port during the year under review :—

Nationality.	*No.*	*Tonnage.*
British	1,361	5,678,837
French	75	433,699
Italian	241	957,578
American	57	203,570
Japanese	27	172,267
German	56	255,910
Norwegian	94	320,092
Danish	69	281,353
Dutch	63	248,504
Greek	19	64,540
Others...	17	34,061
	2,079	8,650,411

[504] During recent years Aden has developed rapidly as an oil-bunkering port. This is due mainly to its favourable geographical position as it is nearer to the Iranian oil-fields than any other port on the main shipping route between Europe and the East, and also to the policy of the Aden Port Trust, which has aimed at giving ample facilities for oil fueling while keeping the charges on this business as low as possible.

The following are the principal steamship companies whose vessels call regularly at Aden and the services provided by them :—

Peninsular and Oriental Steam Navigation Co., Ltd.—Ports of call, London, Gibraltar, Marseilles, Port Said, Suez, Port Sudan, Aden, Bombay, Colombo, Calcutta, Straits Settlements, China, Japan, Australia, New Zealand, Tasmania, and homeward.

Orient Line.—Outward—London, Gibraltar, Toulon, Naples, Port Said, Suez, Aden, Colombo, Freemantle, Adelaide, Melbourne, Sydney, Brisbane. Homeward—Same ports of call as above except that the vessel calls at Plymouth as well as London homeward and sometimes Southampton in the summer.

British India Steam Navigation Co., Ltd.—To and from Antwerp, Middlesbrough, London, Gibraltar, Marseilles, Malta, Alexandria, Port Said, Suez, Port Sudan, Aden, Bombay, Bhavnagar, Port Okha, Bedi Bunder, Navalaki, Cutch Mandvie, Karachi, Colombo, Madras, Northern Coast ports, Rangoon, Penang, Malay Coast ports, Singapore, Mombasa, Tanga, Zanzibar, Dar es Salaam, Beira.

Clan, Ellerman and Harrison Joint Service.—From Glasgow and Liverpool, sometimes also Bristol Channel ports, Port Said, Suez, Port Sudan, Aden, Mombasa, Zanzibar, Tanga, and Dar es Salaam, returning from that port and touching Aden when cargo offers.

Ellerman and Buchnall Line.—Calcutta, Madras, Colombo, Aden, Port Sudan (sometimes Djibouti), Port Said, Halifax, Boston, New York, Philadelphia, Baltimore, Norfolk. 2. From New York, Alexandria, Port Said, Suez, Port Sudan, Aden, Karachi, Bombay, Cochin, Colombo, Rangoon, Calcutta.

Andrew Weir and Company.—From Far East, Straits Settlements, Colombo, Aden, Port Sudan, Suez, Port Said, Boston, New York, Philadelphia and Baltimore.

3:Gt. Brit. . Colonial Office G-3 (1938) 1940 MM1 Aden MM1

505

Clan Line.—From Chittagong, Malabar Coast ports, Aden, London, Glasgow.

Union-Castle Line.—From London, Gibraltar, Marseilles, Genoa, Port Said, Suez, Port Sudan, Aden, Mombasa, Tanga, Zanzibar, Dar es Salaam, Port Amelia, Mozambique, Beira, Lourenco Marques, Natal and homeward.

Strick Line.—From London, Glasgow, Manchester (or other ports as per inducement), Marseilles, Port Said, Suez, Port Sudan (Jeddah optional), Aden and Persian Gulf ports.

Blue Funnel Line.—Homeward from Japan, China, Hong Kong, Singapore, Colombo, Port Said, Marseilles, and London.

Brocklebank Line.—Outward from Middlesbrough, Antwerp, London, Port Said, Suez, Aden, Colombo, Tuticorin, Trincomali, Madras, Coconada, Calcutta.

Bombay Persian Line.—From Bombay, Karachi, Shehr, Mukalla (sometimes Berbera), Aden, Djibouti, Massawa, Port Sudan, Jeddah, returning via Aden to Bombay via Mukalla and Karachi if inducement offers at these two latter ports.

City Line.—From home ports to Persian Gulf and Karachi.

British Tanker Company.—From and to Persian Gulf.

H. Hogarth and Sons.—Load salt at Aden for Calcutta, Rangoon, Chittagong.

Asiatic Steam Navigation Company.—Load salt at Aden for Calcutta, Rangoon, Chittagong.

Lloyd Triestino, Italia, Tirrenia, Navigazione, Libera Triestina S.A. Trieste Soc., Veneziana Navigaz. a Vapore, Venice.—Genoa via Naples to Bombay via Aden; Trieste via Massawa and Aden, to Karachi, Colombo, Penang, Singapore, Hong Kong, Shanghai, Kobe; Bombay and Karachi via Aden to Suez, Port Said, Brindisi, Venice, Trieste; Genoa via Aden to Colombo, Freemantle, Adelaide, Melbourne, Sydney, Brisbane.

Trieste via Aden to Hafun, Mogadiscio, Chisimaio, Mombasa, Tanga, Zanzibar, Dar es Salaam, Beira, Lourenco Marques, Durban, Port Elizabeth, East London; Venice via Massawa, Djibouti, Aden, Bunder Cassim, Alula, Hafun, Eil Obbia, Mogadiscio, Merka, Brava, Chisimaio, Mombasa, and back by same route to Massawa.

Messageries Maritimes.—Marseilles, Port Said, Suez, Djibouti, Aden, Mombasa, Dar es Salaam, Zanzibar, Moheli, Moroni, Mutsamudu, Mayotte, Majunga, Nossi-Be, Suarez, Tamatave, Reunion, Mauritius and homeward via same route.

2. Marseilles, Port Said, Djibouti (sometimes Aden), Colombo, Pondicherry, Madras, Singapore, Saigon, Tourane, Haiphong and homeward via same route.

3. Occasionally calling Aden, Marseilles, Port Said, Djibouti, Colombo, Penang, Singapore, Saigon, Hong Kong, Shanghai, Kobe, Yokohama and homeward.

Nippon Yusen Kaisha and Osaka Shosen Kaisha.—Homeward way only. From Yokohama, Osaka, Kobe, Shanghai, Hong Kong, Singapore, Penang, Colombo, Aden, Suez, Port Said, Naples, Marseilles, Gibraltar, London, Antwerp, Rotterdam, Hamburg.

Isthmian Line.—Homeward. From Singapore, Port Swettenham, Belawan and Penang via Aden to Port Said, New York, Boston, Philadelphia and Baltimore. 2. From Calcutta to the same discharge ports; also from Calcutta via Aden to Charleston, Savannah, New Orleans, Galveston and Houston. Outward from New York to Aden, Karachi, Bombay, Colombo, Madras, and Calcutta.

3:Gt. Brit., Colonial Office G-3 (1938) 1940 MM1 Aden MM1

505 *Wilh. Wilhelmsen.*—Do not usually discharge at Aden outward. Homeward from Australian ports to Aden, Port Sudan, Port Said, Alexandria, Malta, Marseilles, Dunkirk, Antwerp, Rotterdam, Bremen, Hamburg, Stavanger, Oslo; route sometimes varies to include a Spanish port or other Scandinavian ports.

Hamburg Amerika Line.—Homeward. Dutch East Indian ports via Aden to Antwerp, Rotterdam, Bremen, Hamburg.

Deutsche Ost. Afrikka Linie.—Outward and homeward as occasion offers. Outward: Hamburg, Amsterdam, Rotterdam, Antwerp, Southampton, Lisbon, Ceuta, Malaga, Genoa, Port Said, Suez, Aden, Mombasa, Tanga, Zanzibar, Dar es Salaam, Port Amelia, Mozambique, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Capetown and above ports via Aden to Hamburg.

Hansa Line.—Bremen, Hamburg, Amsterdam, Rotterdam, Antwerp, Port Said, Suez, Yambo, Jeddah, Port Sudan, Djibouti, Aden, Muscat, Bunder Abbas, Lingah, Durban, Bahrein, Bushire, Koweit, Bander Shahpur, Mohammerah and Basrah. Homeward: Suez, Port Said, Antwerp, Rotterdam or Amsterdam, Hamburg and Bremen.

Coasting Vessels.—Messrs. Cowasjee Dinshaw and Brothers and the Halal Shipping Company, Limited, maintain a fleet of five and three steamers respectively which run between Aden and Mukalla, Shehr, Berbera, Zeila, Perim, Djibouti, Mocha, Kamaran, Hodeidah, Gizan, Medi and Port Sudan. Many dhows also trade to and from these ports, and, in addition, sail to many other small ports in the southern Red Sea, the Gulf of Aden, the Persian Gulf, and also to Socotra.

Many other shipping lines make occasional calls at Aden in connection with cargo, and other lines call at Aden for bunkers only.

The only ports to which the direct service is poor are those in the Levant, Spain and Portugal.

Roads

496 505 There are no railways in the Colony and all transport is by road or by sea. The sea transport is not great and consists of the carriage of salt and building materials from Little Aden to Tawahi and Maala.

491 It is difficult to give an accurate estimate of the road mileage as the side roads in the town which are used principally by pedestrians and camels do not require to be kept up, and the Royal Air Force maintain certain of the roads which lie in the Military Area. The Aden Settlement maintain 13 miles of bituminous macadam road and 19 miles of water-bound macadam road.

Every effort was made during the year to improve the surface of the main roads. There are 50 miles of roads within the civil limits of Aden, but only 18·14 miles are treated with bitumastic compounds. Until camel carts are fitted with solid rubber or pneumatic tyres much of the effort spent on road maintenance is nullified by the damage done to the new surface by steel shod wheels.

4:Gt. Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

226 nets for mullet, mackerel and a form of whitebait are also in use.

439 The catch is at times greater than the requirements for
258 local consumption, and the surplus is salted for export. Shark
226 is almost invariably salted for export and during some seasons large quantities are dried. Whitebait are exported.

226 The fishermen are subject to certain rules which forbid trawls and limit the size of nets, and in addition they defer to the judgment of their elected Akils in matters of fishing custom.

[228] Licences to dive for pearls both in the harbour and in the waters of Perim are obligatory, but no licences are required to fish.

Salt.

258 A salt work was first constructed by the Italian firm of Messrs. Gaustalla and Company (now styled The Aden Salt Works) in the year 1885 and it carries on a profitable business in salt production at Shiekh Othman. This was followed by the salt work constructed in 1909 by the Bombay firm of Messrs. Abdullabhoy and Joomabhoy Lalljee and Company. Two more salt works have since been constructed by Messrs. Hajeebhoy Laljee and Company and the Little Aden Salt Industrial Company in May, 1923, and October, 1927, respectively, and which continue to work successfully. The total quantity of salt exported to India and other places during the last year was 396,592 tons. The monopoly of salt for local consumption is in the hands of Government, who have licensed certain pits to Arabs at Shiekh Othman.

The Salt (Additional Import Duty) Act passed by the Indian Legislature in 1931 and since extended to April, 1938, has benefited the Aden salt industry, which under the protection of the duty supplies about two-thirds of the total salt imports into India.

Dhow Building.

396 Dhows are built at Maala by a number of Hadhrami mer-
505 chants settled in Aden. They turn out about seven vessels a year, the average carrying capacity of which is about 200 tons. The dhows are constructed of Indian teak from the Malabar coast and are well built and fast. They sail to India (Bombay and Malabar coast) and to the East African coast as well as to neighbouring Arabian ports, and take a large share in local trade, in spite of the competition of the coasting steamers of Messrs. Cowasjee Dinshaw and Brothers and of Monsieur A. Besse (Halal Shipping Company).

Soap Manufacturing.

388 A soap manufacturing industry started by Monsieur A. Besse
439 in December, 1932, at Maala is progressing satisfactorily. The soap is manufactured by boiling coconut oil and cold processes. Local labour of 40 men is employed. The output is about 50 cases daily, each case containing 200 cakes which are disposed of locally or exported to the Red Sea ports.

4-Gt. Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

658 871 School. A number of free places are provided for poor and meritorious students. No fees are charged in the Government girls' schools.

Contributions towards Government expenditure on education are made by the Aden Settlement and by the Aden Port Trust; for the financial year 1937-8, in which the expenditure is estimated to be Rs.93,900, these contributions will amount to Rs.50,000 and Rs.15,000 respectively.

Welfare Institutions.

747 There are no welfare institutions in Aden Colony. The Silver Jubilee (Destitute) Fund is administered by the Chairman of the Aden Settlement, and the interest from the investments is used to provide for relief, principally at Sheikh Othman.

Recreation.

529 Facilities exist for every form of recreation. The Aden Football Association exercises general control of the numerous football clubs and is endeavouring to raise the general standard of play and encourage the right spirit. In addition to the military grounds at Steamer Point (Tawahi) there are grounds reserved for the local inhabitants at Tawahi, Crater, Maala, and Sheikh Othman. Hockey and cricket are played both at Tawahi and Crater. Apart from the military grounds there is only one hockey ground at Crater. There are tennis clubs in Crater and Tawahi and one in the military area, which is exclusively for civil and military Europeans.

Polo and golf and squash rackets are played at Khormaksar, and No. 8 (B) Squadron have a golf course of their own. There is a European bathing club at Gold Mohur Bay, which is open 575 to non-residents on payment of a small charge. At Tawahi there 529 is a European social club and another small social club, the members of which are principally Anglo-Indians and Goans. The Arabs have organized two social clubs, one at Crater and the other at Tawahi. They interest themselves in social matters and provide facilities on their premises for games and meetings. Arabic periodicals are taken and occasionally lectures are given.

XI.—COMMUNICATION AND TRANSPORT.

Shipping.

● 525 The number of vessels, exclusive of country craft, which entered the port of Aden from the 1st April, 1937, to the 31st March, 1938, was 2,261 with an aggregate tonnage of 8,878,040.

The number of country craft entering the port during 1937 was 1,254 with an aggregate tonnage of 53,891.

504 During recent years Aden has developed rapidly as an oil-bunkering port. This is due mainly to its favourable geographical position, as it is nearer to the Persian oil fields than any other

4:Gt. Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

port on the main shipping route between Europe and the East, 504
and also to the policy of the Aden Port Trust, which has aimed at giving ample facilities for oil fuelling while keeping the charges on this business as low as possible.

The following are the principal steamship companies whose 505
vessels call regularly at Aden, and the services provided by them:—

Peninsular and Oriental Steam Navigation Company, Limited. Ports of call, London, Gibraltar, Marseilles, Port Said, Suez, Port Sudan, Aden, Bombay, Colombo, Calcutta, Straits Settlements, China, Japan, Australia, New Zealand, Tasmania, and homeward.

Orient Line.. Outward—London, Gibraltar, Toulon, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, Melbourne, Sydney, Brisbane. *Homeward*—Same ports of call as above except that the vessel calls at Plymouth as well as London homeward and sometimes Southampton in the summer.

British India Steam Navigation Company, Limited. To and from Antwerp, Middlesborough, London, Gibraltar, Marseilles, Malta, Alexandria, Port Said, Suez, Port Sudan, Aden, Bombay, Bhavnagar, Port Okha, Bedi Bunder, Navalaki, Cutch Mandvie, Karachi, Colombo, Madras, Northern Coast ports, Rangoon, Penang, Malay Coast ports, Singapore, Mombasa, Tanga, Zanzibar, Dar es Salaam, Beira.

Clan Ellerman and Harrison Joint Service. From Glasgow and Liverpool, sometimes also Bristol Channel ports, Port Said, Suez, Port Sudan, Aden, Mombasa, Zanzibar, Tanga and Dar es Salaam, returning from that port and touching Aden when cargo offers.

Ellerman and Bucknall Line. Calcutta, Madras, Colombo, Aden, Port Sudan (sometimes Djibouti), Port Said, Halifax, Boston, New York, Philadelphia, Baltimore, Norfolk. 2. From New York, Alexandria, Port Said, Suez, Port Sudan, Aden, Karachi, Bombay, Cochin, Colombo, Rangoon, Calcutta.

Andrew Weir and Company. From Far East, Straits Settlements, Colombo, Aden, Port Sudan, Suez, Port Said, Boston, New York, Philadelphia and Baltimore.

Clan Line. From Chittagong, Malabar Coast ports, Aden, London, Glasgow.

Union-Castle. From London, Gibraltar, Marseilles, Genoa, Port Said, Suez, Port Sudan, Aden, Mombasa, Tanga, Zanzibar, Dar es Salaam, Port Amelia, Mozambique, Beira, Lourenco Marques, Natal and homeward.

Strick. From London, Glasgow, Manchester (or other ports as per inducement), Marseilles, Port Said, Suez, Port Sudan (Jeddah optional), Aden and Persian Gulf ports.

Blue Funnel Line. Homeward from Japan, China, Hong Kong, Singapore, Colombo, Port Said, Marseilles, and London.

Brocklebank Line. Outward from Middlesborough, Antwerp, London, Port Said, Suez, Aden, Colombo, Tuticorin, Trincomali, Madras, Coconada, Calcutta.

Bombay Persian Line. From Bombay, Karachi, Shehr, Mukalla (sometimes Berbera), Aden, Djibouti, Massawa, Port Sudan, Jeddah, returning via Aden to Bombay via Mukalla and Karachi if inducement offers at these two latter ports.

City Line. From home ports to Persian Gulf and Karachi.

4:Gt. Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

G05 439

British Tanker Company. From and to Persian Gulf.

H. Hogarth and Sons. Load salt at Aden for Calcutta, Rangoon, Chittagong.

Asiatic Steam Navigation Company. Load salt at Aden for Calcutta, Rangoon, Chittagong.

G05

Lloyd Triestino, Italia, Tirrenia, Navigazione Libera Triestina S. A. Trieste Soc., Veneziana Navigaz. a Vapore, Venice. Genoa via Naples to Bombay via Aden; Trieste via Massawa and Aden, to Karachi, Colombo, Penang, Singapore, Hong Kong, Shanghai, Kobe; Bombay and Karachi via Aden to Suez, Port Said, Brindisi, Venice, Trieste; Genoa via Aden to Colombo, Fremantle, Adelaide, Melbourne, Sydney, Brisbane.

Trieste via Aden to Hafun, Mogadiscio, Chisimaio, Mombasa, Tanga, Zanzibar, Dar es Salaam, Beira, Lourenco Marques, Durban, Port Elizabeth, East London; Venice via Massawa, Djibouti, Aden, Bunder Cassim, Alula, Hafun, Eil Obbia, Mogadiscio, Merka, Brava, Chisimaio, Mombasa, and back by same route to Massawa.

Messageries Maritimes. Marseilles, Port Said, Suez, Djibouti, Aden, Mombasa, Dar es Salaam, Zanzibar, Moheli, Moroni, Mutsamudu, Mayotte, Majunga, Nossi-Be, Diego Suarez, Tamatave, Reunion, Mauritius and homeward via same route. 2. Marseilles, Port Said, Djibouti (sometimes Aden), Colombo, Pondicherry, Madras, Singapore, Saigon, Tourane, Haiphong and homeward via same route. 3. Occasionally calling Aden, Marseilles, Port Said, Djibouti, Colombo, Penang, Singapore, Saigon, Hong Kong, Shanghai, Kobe, Yokohama and homeward.

Nippon Yusen Kaisha and Osaka Shosen Kaisha. Homeward way only. From Yokohama, Osaka, Kobe, Shanghai, Hong Kong, Singapore, Penang, Colombo, Aden, Suez, Port Said, Naples, Marseilles, Gibraltar, London, Antwerp, Rotterdam, Hamburg.

Isthmian Line (Homeward). From Singapore, Port Swettenham, Belawan and Penang via Aden to Port Said, New York, Boston, Philadelphia and Baltimore. 2. From Calcutta to the same discharge ports; also from Calcutta via Aden to Charleston, Savannah, New Orleans, Galveston and Houston. Outward from New York to Aden, Karachi, Bombay, Colombo, Madras, and Calcutta.

Wilh. Wilhelmsen. Do not usually discharge at Aden outward. Homeward from Australian ports to Aden, Port Sudan, Port Said, Alexandria, Malta, Marseilles, Dunkirk, Antwerp, Rotterdam, Bremen, Hamburg, Stavanger, Oslo; route sometimes varies to include a Spanish port or other Scandinavian ports.

Hamburg Amerika Line. Homeward. Dutch East Indian ports via Aden to Antwerp, Rotterdam, Bremen, Hamburg.

Deutsche Ost Afrikka Linie. Outward and homeward as occasion offers. Outward. Hamburg, Amsterdam, Rotterdam, Antwerp, Southampton, Lisbon, Ceuta, Malaga, Genoa, Port Said, Suez, Aden, Mombasa, Tanga, Zanzibar, Dar es Salaam, Port Amelia, Mozambique, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Capetown and above ports via Aden to Hamburg.

Hansa Line. Bremen, Hamburg, Amsterdam, Rotterdam, Antwerp, Port Said, Suez, Yambo, Jeddah, Port Sudan, Djibouti, Aden, Muscat, Bunder Abbas, Lingah, Durban, Bahrein, Bushire, Koweit, Bandar Shahpur, Mohammerah and Basrah. *Homeward*. Suez, Port Said, Antwerp, Rotterdam or Amsterdam, Hamburg and Bremen.

Coasting Vessels.—Messrs. Cowasjee Dinshaw and Brothers and the Halal Shipping Company, Limited, maintain a fleet of

4:G Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

five and three steamers respectively which run between Aden and Mukalla, Shehr, Berbera, Zeila, Perim, Djibouti, Mocha, Kamaran, Hodeidah, Gizan, Medi and Port Sudan. Very frequent services of dhows also trade to and from these ports and in addition to many other little ports on both sides of southern Red Sea, Gulf of Aden up to Persian Gulf and also to Socotra.

Many other shipping lines make occasional calls at Aden in connection with cargo, and other lines call at Aden for bunkers only.

The only ports for which there is a poor direct service are the Levant Spanish and Portuguese ports. Cargo is sent with transhipment at Port Said.

Roads.

There are no railways in the Colony and all transport is by road or by sea. The sea transport is not great and consists of the carriage of salt and building materials from Little Aden to Tawahi and Maala.

It is difficult to give an accurate estimate of the road mileage as the side roads in the town which are used principally by pedestrians and camels do not require to be kept up, and the Royal Air Force maintain certain of the roads which lie in the Military Area. The Aden Settlement maintain 13 miles of bituminous macadam road and 19 miles of water-bound macadam road.

Motor Transport.

On the 31st December, 1937, there were 198 licensed public cars and 53 licensed omnibuses. The number of private cars was 367 and there were 66 licensed lorries and trucks.

The following statement shows the countries of origin of the above motor vehicles:—

		No. of vehicles.
1.	British Empire	234
2.	United States of America...	391
3.	French	9
4.	Italian	36
5.	German	14
	Total	684

Trade with the interior is conducted mainly by camel caravans, but as roads and routes in the Aden Protectorate are being developed more and more cars and lorries are being brought into use.

Post Office.

The Postmaster at Steamer Point is responsible for the postal services under the general control of the Finance Officer. The offices in the Colony are situated at Steamer Point, Camp and

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

Ababa or Dire Dawa (Ethiopia), and French Somaliland (with connections as required to Kenya, Egypt, the United Kingdom and U.S.A.). 509

The Indian Airways Ltd. also operated charter flights between India, Aden and Kenya.

SHIPPING

The number of vessels, exclusive of country craft, which entered the port of Aden during 1947 was 2,448 with an aggregate tonnage of 8,937,553. The number of country craft entering the port during 1947 was 2,638 with an aggregate tonnage of 147,577. 505

The following table shows the number, nationality and tonnage of the vessels which entered the port during the year under review:

Nationality	*No.*	*Tonnage*
British	1,417	5,292,683
French	25	214,163
Italian	169	308,248
American	225	1,009,121
Others	612	2,113,338
TOTAL	2,448	8,937,553

POSTS AND TELEGRAPHS, ETC.

There are three post offices in the Colony, two in the Protectorate and one in Kamaran. There are 21 postal agencies in the Protectorate, three money-order offices in the Colony, one in the Eastern Aden Protectorate and one in Kamaran. 205 206

There is no internal telegraph system conducted by Government. Cable and Wireless (Mid-East) Ltd. maintain a cable station in Aden which provides cable communication to all parts of the world. They also operate a W/T station communicating with Mukalla, Seiyun and Kamaran, and also with adjacent countries including French and British Somaliland, Ethiopia, etc.

Number of letters dealt with	2,931,617
Number of telephones	966

Chapter 12: Science and the Arts

ARCHAEOLOGY

Major Myers, the archaeologist who was appointed in 1946 to survey antiquities in the Colony, left Aden in February, 1947. He intends to publish the results of his work as soon as his material has been fully examined. Since his departure the direction of antiquities has been in 172

5. Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

PORT ADMINISTRATION

The Port of Aden, which affords safe accommodation for vessels up to 34 feet in draught (vessels of deeper draught can be handled by working the tides), is administered by a Board of Trustees constituted under the Aden Port Trust Act, No. V of 1888. The Board is at present composed of four officials including the chairman and eight non-officials. The Trustees with the exception of the chairman are appointed by the Governor for a period of two years. Vacancies during this period are also filled by the Governor. The Board publishes an Aden Port Trust Administration Report annually.

The minimum depth of water at low tide available in the Approach Channel and the Inner Mooring Basin, is 36 feet; there are 19 first-class berths, including 11 oil berths suitable for large vessels; 5 second-class berths, including 1 oil berth suitable for vessels of medium size; 8 third-class berths suitable for small vessels. The oil berths are connected to the land installation by submarine pipe-lines: all berths are available for the supply of bunker coal and general purposes.

The Port Trust maintains a pilot service consisting of one Harbour Master and seven pilots.

Mercantile marine matters are dealt with by the Port Officer. The present incumbent is a retired Officer of the Royal Navy, who is also Superintendent of Lighthouses.

Finance

The following statement shows the opening and closing balances with actual receipts and expenditure for the year ending 31st March, 1947:

Opening balance on 1st April, 1946 .	Rs.	3,08,462	0	2
Receipts for the year 1946–47 . .		29,16,513	1	2
	Rs.	32,24,975	1	4
Expenditure for the year 1946–47 .		26,87,504	10	1
Closing balance on 31st March, 1947 .	Rs.	5,37,470	7	3

NOTE: The Port Trust Accounts are maintained for the financial year and not for the calendar year.

PUBLIC RELATIONS AND INFORMATION

General

During 1947 the Department of Public Relations and Information continued to be under the direct control of His Majesty's Government. In conformity with the need for economy the services of a full-time Public Relations Officer was dispensed with in the second half of the year, and the Protectorate Education Officer appointed to hold the position in addition to his other duties. Reductions were also made in clerical

6: Gt. Brit. . Colonial Office G-3 (1948) 1950 MM1 Aden MM1

494

The following vehicles have been registered:

	No.
Taxis	196
Omnibuses	64
Private cars	1,142
Commercial vehicles	279
Motor-cycles	50
Horse gharies	14
Camel carts:	
Water carts	30
Loading carts	55
Bicycles	147

AIR

507

Aden is the centre of a network of air services. Aden Airways, a local B.O.A.C. subsidiary, operates scheduled services twice weekly to Cairo through Djibouti, Kamaran, Asmara, Khartoum, Port Sudan and Jeddah. Weekly services are operated to Addis Ababa and to Nairobi via Hargeisa and Mogadishu. During the summer monsoon there is a fortnightly service to Mukalla in the Eastern Aden Protectorate. Frequent charter flights are undertaken to Mukheiras in the Western Aden Protectorate.

Ethiopian Air Lines operate scheduled services between Addis Ababa and Aden through Dire Dawa and Djibouti. In addition this company undertakes charter flights to India and Pakistan.

Indian Overseas Air lines pass through Aden on charter flights between India and East Africa.

SHIPPING

505

The number of vessels, exclusive of country craft, which entered the port of Aden during 1948 was 2,994 with an aggregate tonnage of 11,818,392. The number of country craft entering the port during 1948 was 2,260 with an aggregate tonnage of 142,858.

The following table shows the number, nationality and tonnage of the vessels which entered the port during the year under review:

Nationality	*No.*	*Tonnage*
British	1,674	7,255,452
French	64	372,093
Italian	212	375,174
American	137	630,171
Others	907	3,185,502
TOTAL	2,994	11,818,392

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden MM1

206 and cabling scheme are installed. Plans to this end are now nearing completion.

205 The following are statistics of posts, telephones and wireless receiving licences :

206

	1949	1950
Number of letters	4,130,000	4,312,000
Number of telephones	1,217	1,338
Number of wireless receiving licences ..	894	904

CIVIL AVIATION

509 Considerable development has taken place in the last year as a result of the British Overseas Airways Corporation's decision to base their Red Sea area services on Aden, and to form a subsidiary organisation under the name of Aden Airways. Aden is now the air capital of the region and regular and reliable services are available to all the surrounding territories. Special pilgrim services are run to Mecca, including direct flights from Mukalla to Jedda.

As a result of agreement reached with the Royal Air Force, a civil [157] airport is being constructed within the limits of the Royal Air Force aerodrome at Khormaksar. The Colony is indebted to His Majesty's Government for an allocation of £56,000 to defray the capital cost of this scheme, the grant being made under the Colonial Development and Welfare Act.

The opening of the Civil Airport has necessitated the appointment of an Airport Manager and staff, and the department is now able to provide a dawn to dusk flight information service for enquirers in Aden.

SHIPPING

505 The number of vessels, exclusive of country craft, which entered the port of Aden during 1949 was 3,901 with an aggregate tonnage of 15,751,064 and in 1950 the number was 4,283 with a tonnage of 17,984,884.

The number of country craft which entered the port during 1949 was 2,199 with an aggregate tonnage of 154,854 and in 1950 1,643 with a tonnage of 128,201.

The following table shows the number, nationality and tonnage of the vessels which entered the port during the years 1949 and 1950 :

	1949	
Nationality	*Nos.*	*Tonnage*
British	2,244	9,906,420
French	72	372,254
Italian	328	635,014
American	75	328,377
Others	1,182	4,508,999
	3,901	15,751,064

1950

British	2,428	10,890,157
French	118	550,895
Italian	268	785,461
American	69	306,707
Others	1,400	5,451,664
	4,283	17,984,884

A 506

Port facilities are described on pages 54–5.

Chapter 12: Archæology

H 172 [114]

An expedition sponsored by the American Foundation for the study of Man carried out archaeological excavations in March and April, 1950, in the territory of the Sharif of Beihan in the Western Aden Protectorate. The expedition was under the leadership of Mr. Wendell Phillips and the archaeological work was directed by Professor W. F. Albright of the Johns Hopkins University, Baltimore.

The main excavation took place on the mound of Hagr Kohlan at the northern end of Wadi Beihan. This site has been known by hearsay to scholars for a number of years and is identified by inscriptions with the ancient city of Timna or Thamna mentioned by classical geographers as the capital of the kingdom of Katabania or Qataban. It had not, however, been previously examined by an archaeological party.

A survey showed that the city within the walls, apart from suburbs and cemeteries, covered an area of some 70 acres. Traces of large buildings of very heavy stone construction were visible on the surface.

Excavations at the south gate and in an adjoining street showed that the city was defended in that part by a stone wall and a sloping stone revetment. The gate towers were of very heavy, but rough, construction and were marked by a large number of inscriptions, some of them texts of considerable length. These inscriptions were of different dates and the series probably covered several centuries. In the street some of the buildings were preserved to an average height of over ten feet above the street level. The city had been destroyed by a general conflagration probably in the first half of the first century B.C.

A small number of fragments of pottery of Mediterranean origin were found among the ruins. The most striking find was a pair of hollow cast bronze lions, ridden by cupids. The figures, which were some 30 inches in length and had originally been fixed to the exterior wall of a building, were Hellenistic in style but made, as was shown by inscriptions on the bases, in Southern Arabia.

A very considerable number of inscriptions were found in the excavations and elsewhere, including some graffiti in a very primitive form of the South Arabian alphabetic script.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

Chapter 8: Legislation

1951

In 1951, 24 Ordinances were enacted of which the following were the more important :

The Employment of Women, Young Persons and Children (Amendment) Ordinance (No. 1 of 1951), which made it an offence for any person to employ children as coal coolies, an employment unsuitable for children.

The Port Trust Ordinance (No. 3 of 1951), which consolidated and amended the statutory powers of the Trustees of the Port of Aden. It replaced the Aden Port Trust Act, 1888 (Bombay Act V of 1888).

The Income Tax Ordinance (No. 5 of 1951), which repealed and replaced the former Income Tax Ordinance (Cap. 67), which was based on the Indian Income Tax Act, 1922, and introduced up-to-date legislation based on the model Income Tax Ordinance advocated by the Secretary of State. The change involved no departure from the basic principles governing the incidence and scope of the tax but was directed solely to securing better and more practical machinery.

The Criminal Courts (Amendment) Ordinance (No. 7 of 1951), the primary purpose of which is to do away with warrant case procedure in trials and to replace it with a consolidated procedure similar in principle to that in summons cases. This is to avoid the unnecessary prolongation of proceedings in warrant cases which that procedure entailed.

The Pensions (Increase) Ordinance (No. 10 of 1951), which introduced a scale of increases of pensions payable to officers who retired on pension prior to 1st January, 1946.

The Coinage and Currency Ordinance (No. 11 of 1951), under which the currency issued by the East African Currency Board replaced the existing Indian currency prescribed as legal tender under the provisions of the Coinage and Currency Ordinance (Cap. 25).

The Exchange Control (Amendment) Ordinance (No. 12 of 1951), which provided for the making of ancillary Exchange Control Regulations to replace certain portions of the Defence (Finance) Regulations, 1941.

The Stamp Duty (Amendment) Ordinance (No. 13 of 1951), which changed the method of paying stamp duty from the affixing of special adhesive stamps to rubber or metal stamped endorsements. Fees not exceeding *Shs.*2 may still, if desired, be paid by adhesive stamps but these stamps shall be ordinary postage stamps.

The Court Fees (Amendment) Ordinance (No. 15 of 1951), which effected a change in the method of paying court fees by making provision for the collection and denotation of all court-fees, irrespective of amount, by endorsement, but as a matter of convenience small fees not exceeding *Shs.*2 may optionally be collected and denoted by ordinary postage stamps.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden M M1

respect of injury to third parties. This legislation is similar to that which has existed in the United Kingdom for many years. 494

The Medical Practitioners (Amendment) Ordinance (No. 8 of 1952), which made it an offence for a person to practice medicine in the Colony unless registered under the Ordinance. It has also deleted the provision under which the practice of native systems was permitted, since treatment by qualified practitioners is now available in the Colony. 759

The Ordinance also made provision for the control of the sale and publication of advertisements of cures. [278]

The Distribution of German Enemy Property Ordinance (No. 9 of 1952), which was based on the Distribution of German Enemy Property Act, 1949, of the United Kingdom, and which made local provision for the collection, realisation and distribution of property in the Colony which belonged to German owners on 3rd September, 1939. It provided that creditors in the Colony should have a first charge on such assets in Aden. 648 425

The Prevention of Cruelty to Animals (Amendment) Ordinance (No. 12 of 1952), which prohibited the carriage or conveyance of animals in such a manner as to cause them unnecessary suffering. It also enabled rules to be made to regulate the conditions under which animals should be carried by sea. 231

The Press and Registration of Books (Amendment) Ordinance (No. 14 of 1952), which made it obligatory for persons publishing newspapers to give security for any damages which a court may award against them in a libel suit. It also provided for the correction of articles and other reports in local newspapers which contain factual statements which either are false or distorted. 204

The Port Ordinance (No. 15 of 1952), which amended and consolidated the law relating to the Port of Aden and matters ancillary thereto. It replaced the Indian Ports Act, 1908, and also the Indian Lighthouse Act, 1927. 505

The Port Trust (Amendment) Ordinance (No. 16 of 1952), which authorised the Trustees of the Port of Aden to raise money by way of loans or temporary borrowing in order to carry out the duties imposed upon them under the principal Ordinance. It also gave statutory recognition to the practice that all port dues, fees and charges should be credited to the Trustees.

The Workmen's Compensation (Amendment) Ordinance (No. 17 of 1952), which brought within the scope of the principal Ordinance locally engaged civilian staff of departments of Her Majesty's Government in the United Kingdom. In Aden this virtually means local civilians employed by Her Majesty's Forces. 464 465

It also increased the minimum payment of compensation, in the case of injury to a workman resulting in permanent total incapacity, from *Shs.*1,050 to *Shs.*1,500 and the maximum from *Shs.*15,000 to *Shs.*18,000 which latter amount represents 24 months' earnings of a workman whose monthly earnings do not exceed *Shs.*750.

This Ordinance has not yet been brought into force.

The Government Guards (Amendment) Ordinance (No. 18 of 1952), 703
which provided mainly for the better enforcement of discipline in the Force

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

653 A considerable amount of building work has also been undertaken departmentally, the principal items being :

120 working-class quarters, Sheikh Othman.
Extensions to P.W.D. Office, Crater.
Telephone Test Huts, Khormaksar, Crater and Sheikh Othman.
New roofs to 12 Police Quarters, Maala.

All public buildings have been kept in reasonable repair and minor improvements effected where necessary.

Draft schemes with preliminary estimates have been prepared for the Girls' College, the new hospital and swimming pools at Seera Island and Tawahi.

Building by the public has increased considerably. One hundred and eighty-three permanent building permits were issued and 188 plots of land leased for the erection of residential, commercial, and industrial premises in 1951. Two hundred and eighty permits were granted in 1952.

Because the acute shortage of accurate survey data in the Fortress area, various survey projects have been arranged by contract. This held up sale of land but 68 leases were completed in 1952.

Roads

A new Executive Engineer was appointed.

The work of macadamising main roads in the developed areas has continued and several streets have been surfaced during the year.

Work was completed on a new road from Sheikh Othman via United Salt Works to the Rubble Mound, and a survey made of a projected access road via Aidroos Valley to the "Plateau" above Crater.

Work was also in hand on the construction of the new St. Mary's Bridge, Crater, which will provide a considerably improved alignment connecting the Esplanade and Main Pass Roads. A subway for foot traffic will be a feature of the construction.

Chapter 11 : Communications

SHIPPING

504 The Port of Aden affords safe accommodation for vessels up to 34 feet in draught ; vessels of deeper draught can be handled by working the tides. The minimum depth of water at low tide available in the approach channel and the inner mooring basin is 36 feet ; there are 19 first-class berths, including 11 oil berths, suitable for large vessels ; five second-class berths, including one oil berth, suitable for vessels of medium size ; eight third-class berths suitable for small vessels. The oil berths are connected to the land installation by submarine pipe line ; all berths are available for the supply of bunker coal and general purposes.

505 The number of vessels, exclusive of country craft, which entered the

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

505 Port of Aden during 1951 was 4,338 with an aggregate tonnage of 18,715,839 and in 1952 the number was 4,620 with a tonnage of 20,477,679.

The number of country craft which entered the port during 1951 was 1,816 with an aggregate tonnage of 145,916 and in 1952 the number was 1,685 with a tonnage of 130,003.

The following table shows the nationality, number and tonnage of the vessels which entered the port during 1951 and 1952 :

	1951		1952	
Nationality	*Number*	*Tonnage*	*Number*	*Tonnage*
British . . .	2,355	11,115,667	2,381	11,451,779
French . . .	107	569,062	121	628,009
Italian . . .	295	895,565	329	1,153,827
American . .	216	981,976	214	948,655
Others . . .	1,365	5,153,569	1,575	6,295,409
	4,338	18,715,839	4,620	20,477,679

ROADS

[498] There are no railways in the Colony and communication between the townships is by road.

491 The main roads are constructed in bituminous macadam, and the carriage-ways vary in width from 20 feet to about 40 feet. Some secondary roads are similarly constructed. There are about eight miles of streets in the bazaar areas which have not yet been made up. As and when funds and materials permit, existing unmade roads are surfaced.

The Colony has :

Bituminous Macadam Roads	*Water-bound Macadam Roads*	*Unmade Roads*	*Miles Total*
57.20	7.30	11.97	76.47

[494] The total number of licensed vehicles was 3,215.

CIVIL AVIATION

508 There are two airfields in the Colony, Khormaksar, the official
509 airport, and Sheikh Othman, maintained as a stand-by. Khormaksar is controlled by the Royal Air Force which provides the Air Traffic Control, Flight Information and Meteorological facilities.

The construction of a civil airport within the limits of the Royal Air Force aerodrome at Khormaksar was completed early in 1952 and the new terminal building was officially opened by the Governor on 1st May, 1952. Arrangements are being concluded for International Aeradio Limited to instal and operate a Civil Aviation Aeromobile Communication Service and three W/T point-to-point circuits connecting with Karachi and Bahrein, Nairobi and Mogadishu, and Khartoum and Asmara. These services will commence early in 1953.

509 The Colony has been served by five international airlines : Aden

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1
Hadhramaut MM2

A 504 647

PORT ADMINISTRATION

The Port of Aden is administered by a Board of Trustees constituted under the Aden Port Trust Ordinance (No. 3 of 1951). The Board is at present composed of four officials including the Chairman, and eight non-officials. The Trustees, with the exception of the Chairman, are appointed by the Governor for a period of two years. Vacancies during this period are also filled by the Governor.

A 502 505

The Port Trust maintains a pilot service consisting of one Harbour Master and nine pilots. Mercantile marine matters are dealt with by the Port Officer. The present incumbent is also Superintendent of Lighthouses.

A 504

The Port has continued to thrive throughout the period and there has been a further increase in the number and tonnage of ships using the harbour. There has been an increase in the number of ships calling for the purpose of bunkering and a consequent increase in the business done by the oil supplying companies. Coal bunkering has shown the falling off noticeable in previous years.

The Aden Port Trust publishes an annual report.

Chapter 4: Weights and Measures

A 804

Imperial weights and measures are the legal standard, but a number of local and Indian measures are in use, particularly the frasila, which is normally 28 lb. but varies for different commodities.

Chapter 5: Reading List for Colony and Protectorate

A 113
H 113

BELHAVEN, Master of. *The Kingdom of Melchior.* London, Murray, 1949.

BURCKHARDT, J. L. *Travels in Arabia.* 2 vols. London, Henry Colburn, 1829.

BURY, G. W. *The Land of Uz.* London, Macmillan, 1911.

FORBES, H. O. *The Natural History of Sacotra and Abd-el-Kuri.* Liverpool, 1903.

HUNTER, F. M. *An Account of the British Settlement of Aden in Arabia.* London, Trubner, 1877.

INGRAMS, W. H. *Arabia and the Isles.* London, Murray, 1942.

INGRAMS, DOREEN A. *Survey of Social and Economic Conditions in the Aden Protectorate.* Aden, 1949.

MEULEN, D. VAN DER. *Hadhramaut—some of its mysteries unveiled.* Leyden, 1932.

MEULEN, D. VAN DER. *Aden to the Hadhramaut.* London, Murray, 1947.

PHILBY, H. ST. J. B. *A Pilgrim in Arabia.* London, Hale, 1946.

SCOTT, HUGH. *In the High Yemen.* London, Murray, 1942.

STARK, FREYA. *Seen in Hadhramaut.* London, Murray, 1941.

3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
Aden MM1

439 Restrictions imposed by Eritrea and Somalia on the importation of goods from Aden were causing some dissatisfaction.

491 The Colony is served by good roads which extend to Shaikh
494 Othman and Lahej. Increasing use is being made of motor vehicles on some 700 miles of tracks in the Western Aden Pro-
505 tectorate, but communications with the Hadramaut coast are
506 almost entirely by sea or air. Since the Colony ceased to be
205 administered by the Government of India in 1937, it has had
436 its own postal administration and issued its own stamps. When India became independent in 1947, the Aden Government began to consider abandoning the rupee as the legal currency, but the change to the East African shilling (divided into 100 cents) was not effected until October 1951, when Aden came under the jurisdiction of the East African currency board.

651 The main sources of revenue are income tax, excess profits
652 and other direct taxes, and excise duties. Revenue for 1951–2 was £1,577,646 and expenditure £1,597,400 plus a contribution of £1 million to the development fund. The development plan, as revised in 1949, envisaged the expenditure in three years of £2,023,000, of which 53 per cent was to be provided by the Colony's own surplus balances and 15 per cent by the British Government under the Colonial Development and Welfare vote, while it was hoped to raise the remainder (£660,000) as loans in London. Further proposals for development until 1956–7 at an additional cost of nearly £4 million were being considered by the Colonial Office at the end of 1952. In 1953 development plan expenditure approved[1] for the Colony and Protectorates reached a total of £6,270,000, of which £850,000 came from Colonial Development and Welfare funds and
658 £5,420,000 from local loans and resources.[2] Meanwhile, under
[873 the educational part of the 1949 programme (16 per cent of the
874] total) an Aden College of upper secondary status and a technical college have been built, and a number of primary and secondary schools built or enlarged. In 1952 3,152 boys and 1,562 girls were receiving primary, and 1,552 boys and 256 girls secondary education in government or private schools. Egyptian women teachers were being employed in post-primary schools owing to the shortage of qualified Aden women. Overseas scholarships to the Anglo-Egyptian Sudan and Great

[1] In principle, but subject to further revision.

[2] In December of that year the Aden Government floated a public loan for the first time for the financing of development works, including a new power station, a new telephone exchange, and major water improvements. A total of £1,330,000 was issued in 4½ per cent stock of which £480,000 was taken up for Colonial Government funds, £100,000 reserved for public subscription in Aden, and £750,000 was placed on the London market.